

**AMENDMENTS TO THE CLAIMS**

1. (Currently Amended) A pneumatic tire comprising

a tread portion,

a pair of sidewall portions,

a pair of bead portions,

a carcass extending between the bead portions,

a breaker disposed radially outside the carcass, and

a band disposed radially outside the breaker,

said tread portion provided on each side of the tire equator with an axially inner circumferential groove and an axially outer circumferential groove so that the tread portion is divided into a crown part, a pair of middle parts and a pair of axially outermost shoulder parts,

said band composed of a full width ply extending across the substantially overall width of the breaker and a pair of axially spaced edge plies, wherein

the crown part is formed as a circumferential rib,

each of the shoulder parts is provided with axial grooves and narrow grooves narrower in width than the axial grooves so that the shoulder part is circumferentially divided by the axial grooves into shoulder blocks, and each said shoulder block is subdivided into two block segments by one of the narrow grooves,

with respect to the tire circumferential direction,  
said axial grooves are inclined such that a straight line drawn between  
the ends of each of the axial grooves is inclined at an angle ( $\theta_1$ ), and  
said narrow grooves are inclined such that a straight line drawn between  
the ends of each of the narrow grooves is inclined at an angle ( $\theta_2$ )  
reversely to said straight lines of the circumferentially adjacent axial  
grooves,

in a ground contacting face of the tire under a normally inflated loaded condition which face has axially outermost edges between which the ground contacting width TW is defined,

the circumferential length Ls of the ground contacting face at an axial position 10 % of TW axially inwards of each of the axially outermost edges is in a range of from 75 to 85 % of the circumferential length Lc of the ground contacting face at the center of the ground contacting width.

2. (Canceled)

3. (Currently Amended) The pneumatic tire according to claim 1, wherein

~~the tread portion is further provided on the axially outside of each~~  
~~said inner circumferential groove with a circumferentially continuously~~  
~~extending axially outer circumferential groove so that each said outer~~

~~part is divided into an axially inner middle part and an axially outer shoulder part, and~~

~~at least the shoulder parts are each circumferentially divided by axial grooves into shoulder blocks, and~~

the number of said axial grooves in each said shoulder part is such that 2 to 4 grooves are included in the ground contacting face.

4. (Currently amended) The pneumatic tire according to claim 3, wherein

~~the axial grooves each have an overall inclination angle ( $\theta_1$ ) is in a range of from 60 to 80 degrees, wherein the overall inclination angle is an angle of a straight line drawn between the ends of the axial groove with respect to the tire circumferential direction, and~~

~~said shoulder blocks are each subdivided by a narrow groove into two block segments,~~

~~the narrow groove is inclined such that, with respect to the tire circumferential direction, a straight line drawn between the ends of the groove is inclined reversely to said straight lines of the circumferentially adjacent axial grooves.~~

5. (New) The pneumatic tire according to claim 1, wherein

the tread portion comprises a radially inner tread rubber Gb and a radially outermost tread rubber Ga, and the outermost tread rubber Ga

is harder than the inner tread rubber Gb.

6. (New) The pneumatic tire according to claim 5, wherein

the outermost tread rubber Ga has a hardness of 60 to 62 degrees  
and

the inner tread rubber Gb has a hardness of 54 to 58 degrees.

7. (New) The pneumatic tire according to claim 5, wherein

the outermost tread rubber Ga has a loss tangent delta of 0.15 to  
0.20 and

the inner tread rubber Gb has a loss tangent delta of 0.03 to 0.07.

8. (New) The pneumatic tire according to claim 1, wherein

the axial grooves in the shoulder parts are inclined to the same  
direction with the angles ( $\theta_1$ ) in a range of from 60 to 75 degrees.

9. (New) The pneumatic tire according to claim 8, wherein

the angles ( $\theta_2$ ) are in a range of from 40 to 50 degrees.

10. (New) The pneumatic tire according to claim 1, wherein

each of the axial grooves is made up of one circumferential segment and two lateral segments extending from both ends of the circumferential segment so as to have a crank-shape.

11. (New) The pneumatic tire according to claim 10, wherein

each of the narrow grooves is a zigzag groove.

12. (New) The pneumatic tire according to claim 1, wherein

each of the middle parts is provided with axial grooves and narrow grooves narrower in width than the axial grooves so that the middle part is circumferentially divided by the axial grooves into middle blocks, and each said middle block is subdivided into two block segments by one of the narrow grooves,

wherein with respect to the tire circumferential direction, said axial grooves are inclined such that a straight line drawn between the ends of each of the axial grooves is inclined at an angle ( $\theta_1$ ), and said narrow grooves are inclined such that a straight line drawn between the ends of each of the narrow grooves is inclined at an angle ( $\theta_2$ ) reversely to said straight lines of the circumferentially adjacent axial grooves.

13. (New) The pneumatic tire according to claim 12, wherein  
the axial grooves in the shoulder parts and middle parts are inclined to the same direction with the angles ( $\theta_1$ ) in a range of from 60 to 75 degrees.

14. (New) The pneumatic tire according to claim 12, wherein  
each of the axial grooves is made up of one circumferential segment and two lateral segments extending from both ends of the circumferential segment so as to have a crank-shape.

15. (New) The pneumatic tire according to claim 14, wherein  
each of the narrow grooves is a zigzag groove.

16. (New) The pneumatic tire according to claim 1, wherein  
the axially inner circumferential grooves and the axially outer circumferential grooves are zigzag grooves.

17. (New) The pneumatic tire according to claim 1, wherein  
the axial distance  $W_a$  from the tire equator to the center line of each of the axially inner circumferential grooves is in the range of not less than 5 %, but not more than 12 % of the ground contacting width TW.

18. (New) The pneumatic tire according to claim 1, wherein

the circumferential grooves each have a groove width in a range of from 2 % to 8 % of the ground contacting width TW,

the axial grooves each have a groove width of from 6.0 to 8.0 mm,

and

the narrow grooves each have a groove width of not more than 1.5 mm.